

### REMARKS

Claims 1 to 27 and 29 are pending in the application; claims 1-26 are allowed.

#### Claim Objections

The examiner objects to claims 27 and 29 because of the language "so thick". The examiner states that this is a term of degree that is not defined in the specification or claims.

Applicant respectfully disagrees. The claim language after "so thick" defines the degree of thickness: so thick *that the perforation openings cannot be detected from the exterior but allow passage of light*. The claim language sets forth an upper limit and a lower limit of the thickness, i.e., the minimum thickness is such that the openings cannot be detected and the maximum thickness is such that light must still be able to pass.

Therefore the language "so thick" in view the definition that follows is not indefinite.

#### Rejection under 35 U.S.C. 103

Claim 27 and 29 stand rejected under 35 U.S.C. 103(a) as being unpatentable over *Graff et al.* (US 1,721,903) and *Warrick* (US 1,457,565).

Claim 27 has been amended to include a feature in regard to the diameter of the perforation; this feature is disclosed in the specification in paragraph 0036. As in the case of "so thick", the added limitation provides a definition of the "small diameter" in that the diameter is selected so that the perforation openings cannot be seen from the exterior.

The Examiner argues that *Graff* discloses a vehicle light housing 1 arranged on an inner side of a car body part as shown in Fig. 2 wherein the car body part has perforation openings as shown in Fig. 2 by the portion surrounding the lens which is filled in with light transmissive material (glass 5). In the area behind the light transmissive material the vehicle light housing is arranged. At least one illumination element 7 is arranged in the vehicle housing and the light emitted by the illumination element 7 passes through the perforation opening. The Examiner refers to *Warrick* in order to show perforation openings being coated (Fig. 1) with a coating so thick that the perforation openings cannot be detected from the exterior but allow the passage of light as disclosed in page 1, lines 60-76. Examiner states that it would be obvious to use the coating of *Warrick* in the apparatus

- 6 -

7/12/06: Amd for Ser. No. 10/605,986 - Inventor(s): Zimmermann et al. - Filing Date: 11/12/2003

of *Graff* for aesthetic reasons.

*Warrick* discloses a headlight having a lens *b* that has a coating *c* of silver or another metal so as to be translucent to ordinary light; see Fig. 1; page one, lines 29 to 47. The coating is so thin that when it is held up to the light it is possible to see through it but when the lens or the coating is held away from the light it is not possible to see through it and the coating then acts as a mirror or reflector. Some of the light rays emitted by the illumination means arranged behind the coating can pass the mirror but most of the rays are reflected by the coating and then reflected again by the reflector *a* of the headlight. The twice reflected rays will pass through the uncoated part of the lens. The coating of *Warrick* is primarily provided to block light (dimmer or glare reducer) and not to allow light to pass.

*Graff* relates to a dome lamp for a vehicle and *Warrick* relates to headlights; the lamp or light of the cited references do not show an arrangement with a housing arranged on an inner side of a car body that has perforation openings behind which the housing is arranged.

*Graff* is a self-contained dome lamp with a housing and a rim 2 that is an integral part of the cup-shaped housing (see Fig. 2). The cup-shaped housing has bores 3 to fasten the housing with screws to a support. The support is not shown in the Figures.

The claim language of instant claim 27 recites that:

- the light housing is arranged on an inner side of the carbody;
- the car body has perforations openings filled in with light transmissive material;
- the perforation openings are arranged in an area behind which the light housing is arranged.

The examiner simply refers to Fig. 2 as showing that the housing is arranged on an inner side of a car body; Fig. 2 only shows the housing with rim 2. All of the parts shown in Fig. 2 are parts of the dome light - there is no support shown to which the lamp is attached; there is no car body part shown to which the lamp or housing is attached.

The examiner further states that the perforation opening is defined by the portion around the lens. The lens (glass 5) is surrounded by a retainer 6 which is part of the lamp and not a part of the car body. Nowhere is there a perforation opening in a car body part shown or mentioned.

The claim language of claim 27 recites "perforation openings", i.e., at least two openings must be present. Multiple perforation openings are not shown in the cited references.

The perforation openings in claim 27 have been defined to have a diameter such that the perforation openings cannot be seen from the exterior. Neither *Graff* nor *Warrick* shows such small perforation openings of a car body part as they relate to large lamps.

Claim 27 is not obvious in view of the cited references.

Reconsideration and withdrawal of the rejection of the claims pursuant to 35 USC 103 are therefore respectfully requested.

**ALLOWABLE SUBJECT MATTER**

Claims 1 to 26 are allowed.

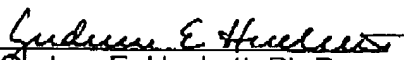
**CONCLUSION**

In view of the foregoing, it is submitted that this application is now in condition for allowance and such allowance is respectfully solicited.

Should the Examiner have any further objections or suggestions, the undersigned would appreciate a phone call or e-mail from the examiner to discuss appropriate amendments to place the application into condition for allowance.

Authorization is herewith given to charge any fees or any shortages in any fees required during prosecution of this application and not paid by other means to Patent and Trademark Office deposit account 50-1199.

Respectfully submitted on July 12, 2006,

  
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- 8 -

7/12/06: Amd for Ser. No. 10/605,986 - Inventor(s): Zimmermann et al. - Filing Date: 11/12/2003